



# I-29 CORRIDOR STUDY

## Exit 73 to Exit 77



Newsletter #1

March 7, 2008

### Detailed Study Commissioned

The South Dakota Department of Transportation (SDDOT) has been working with URS Corporation on a corridor preservation study for the I-29/I-229 interchange. As that study neared conclusion, it was learned that a much larger than anticipated land development was being planned for the southeast quadrant of the I-29/I-229 interchange.

As an expansion of the I-29/I-229 interchange corridor preservation study, the SDDOT has retained URS Corporation to perform a much more detailed corridor study of I-29 from the Tea Exit to the 41st Street Exit to determine the future needs of the entire corridor in reaction to this and other recent land development announcements for the area served by the corridor. The exact scope of work for the more detailed corridor study is still being worked out between SDDOT and URS Corporation.

Information regarding the previously completed work on the I-29/I-229 interchange corridor preservation study can be found on the website located at: <http://www.sddot.com/interchange/interchange.asp> .

### Study Advisory Team Formed

The SDDOT has established a study advisory team to help provide input to URS Corporation from differing points of view. The study advisory team comprises of representatives from adjacent stakeholders interested in the future of the area. The study advisory team will meet periodically throughout the study period.

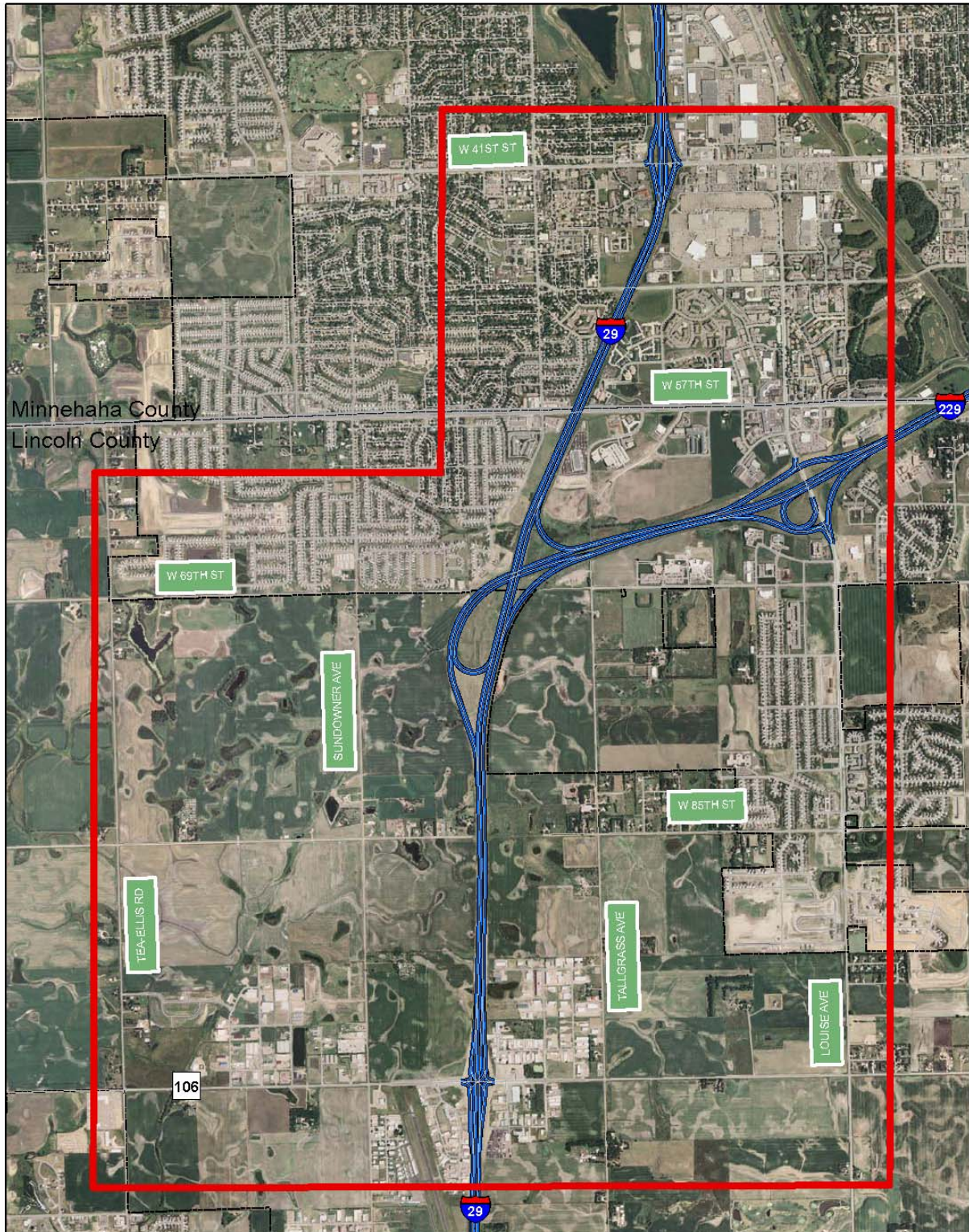
#### Study Advisory Team Members

Name	Representing
Paul Aslesen	Lincoln County
Shannon Ausen	City of Sioux Falls – Public Works
Jack Batho	Residences East of I-29
Cary Cleland	SDDOT – Road Design
Daniel Costello	Costello Property Management
Steven Gramm	SDDOT – Project Development
Jeff Green	Hegg Companies
Brett Hestdalen	Federal Highway Administration
Angie Hilton	Southeast Council of Governments
Kevin Nissen	City of Tea
Dick Portz	Residences West of I-29
Craig Rickert	C.A. Rickert & Associates, Inc.
Jon Soderholm	Avera Heart Hospital of SD
Sam Trebilcock	City of Sioux Falls – Planning
Darrel Viereck	Viereck Commercial Real Estate
Brooke White	SDDOT – Mitchell Region

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# I-29 Corridor Study Area




## Parcel Development Concept Discussions Held

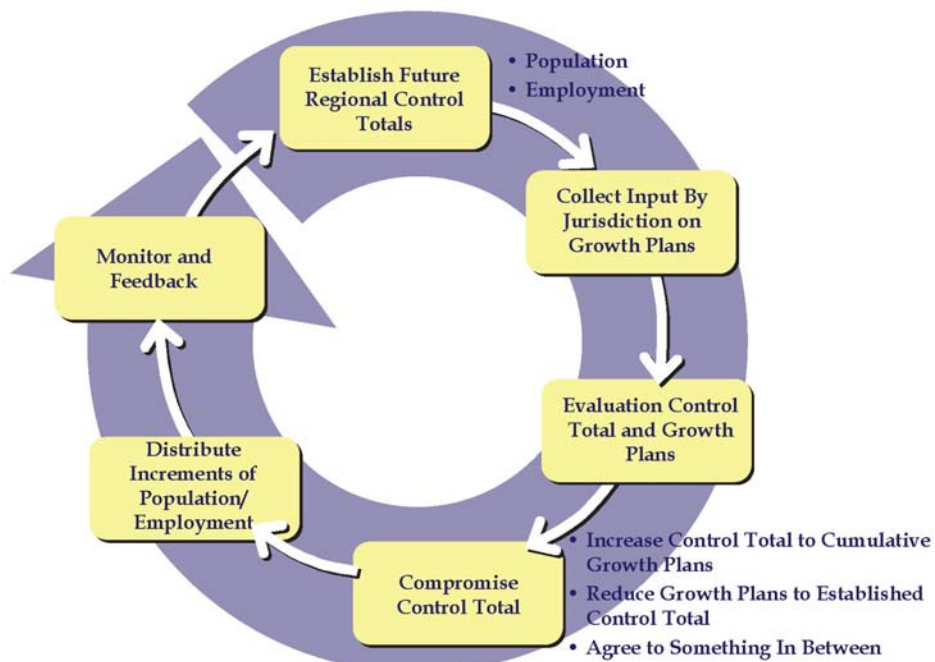
As part of the initial Study Advisory team meeting, a request for obtaining input on development proposals from stakeholders of undeveloped parcels 40 acres or greater within the study limits was discussed and a series of meetings with these stakeholders were set up. The importance of having accurate information on how open space areas of the study area may be developed is that:

- The increment of new traffic in the area is directly tied to the increment of new residential, commercial (retail/office), industrial and service development.
- There are regional household and employment forecasts that have been developed for and supported by the MPO and changing to previously agreed upon levels and the distribution across the metro area must be done regionally, not on a patchwork parcel-by-parcel basis. The household and employment control totals, are not derived by simply going from jurisdiction-to-jurisdiction or developer-to-developer and asking “what do you think you are going to do here?” The generalized process is displayed in the diagram below.

Minor and even moderate deviation from the agreed to control totals and/or regional distribution of development are inevitable over time. When, however, there is a single or small number of individual developments that combine to show a substantial deviation from the assumptions included in the MPO development forecasts, the MPO is required to review both their control totals and development distribution and the identified alternate increments of development to determine:

- Do the identified changes result in the need to revise the control totals (either up or down)?
- Do the identified changes reflect a shift in the location preference for development in the region which would allow for maintaining the control total, but shifting where in the region development would likely occur?

In all likelihood, the resulting revised regional development scenario will be a mixture of some changes to the overall control totals and some changes to the regional distribution. The purpose of meetings with the various jurisdictions and stakeholders in the study area was to gain a better handle on the mixture that is most logical.. 



## Study Advisory Team Meeting #1

Over 30 people were in attendance as the I-29 Corridor Study Advisory Team met for the first time on February 8, 2008 at the SDDOT's Sioux Falls Area Office. As typical for kick-off meetings, the purpose was to explain the study process and introduce the team members to the project. Bill Troe from URS Corporation gave a presentation explaining the expectations from the Study Advisory Team and to explain the work that had previously been done with the corridor preservation project for the I-29/I-229 interchange. The slides from Bill's presentation can be viewed on the study's website

([http://www.sddot.com/pe/projdev/planning\\_ss\\_l29.asp](http://www.sddot.com/pe/projdev/planning_ss_l29.asp)) 

## SCHEDULE OF EVENTS

PARCEL DEVELOPMENT MEETINGS  
WERE HELD FEBRUARY 25-27, 2008

69<sup>TH</sup> STREET OVERPASS/UNDERPASS FEASIBILITY  
ASSESSMENT  
ANTICIPATED COMPLETION: APRIL 1, 2008

REVISED FUTURE TRAFFIC VOLUMES  
ANTICIPATED COMPLETION: APRIL 30, 2008

STUDY ADVISORY TEAM MEETING #2  
Not Yet Scheduled

## SDDOT CONTACT INFORMATION

The I-29 Corridor Study is being administered by Mr. Steven Gramm, P.E., from SDDOT's Project Development Office located in Pierre, SD. Steve can be reached via email at [steve.gramm@state.sd.us](mailto:steve.gramm@state.sd.us) or by phone at 605-773-6641.

## ABOUT URS CORPORATION

URS Corporation's oldest predecessor company was founded in 1904. URS was established in 1951, and incorporated in 1957 as Broadview Research—a research group active in the areas of physical and engineering sciences. In 1968, Broadview Research acquired United Research Incorporated of Cambridge, Massachusetts. During this period, the name Broadview Research was changed to United Research Services, later shortened to URS.

Throughout the 1970s and 1980s, URS continued to expand through internal growth and strategic acquisitions that broadened its engineering, architectural, and environmental practices. Most recently, URS has expanded with the acquisition of Greiner Engineering in 1996, Woodward-Clyde Group in 1997, UK-based Thorburn Colquhoun in 1998 and Dames & Moore Group (including BRW, Inc.) in 1999. In 2002, URS acquired EG&G Technical Services, which provides outsourced management and technical support services to the U.S. government.

Today, URS is ranked by ENR as the Number 1 Design Firm, which reflects out exceptional quality service offered in a broad range of planning, environmental, engineering and architectural design, program and construction management, system integration, and operations and maintenance services for transportation, hazardous waste, industrial processing and petrochemical, general building, water/wastewater, military facilities and equipment platforms, and security projects.

The I-29 Corridor Study is being coordinated by Mr. Bill Troe, AICP., from the Surface Transportation Group of the URS Division located in the Omaha, NE office. Bill can be reached via email at [Bill\\_Troe@URSCorp.com](mailto:Bill_Troe@URSCorp.com) or by phone at 1-800-671-5309.

## STUDY WEBSITE

[http://www.sddot.com/pe/projdev/planning\\_ss\\_l29.asp](http://www.sddot.com/pe/projdev/planning_ss_l29.asp)

## STUDY NEWSLETTER

Requests to be added to the newsletter mailing list can be made with an email to [steve.gramm@state.sd.us](mailto:steve.gramm@state.sd.us).